EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0245R1 **Date: 22 May 2012** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	**Type/Model designation(s):**
Airbus	A340-200/-300 aeroplanes

TCDS Number:	EASA.A.015
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2010-0245 dated 26 November 2010.

ATA 53	**Fuselage – Fuselage Internal Structure at Frame 39.1 – Inspection**
Manufacturer(s):	Airbus (formerly Airbus Industries)
Applicability:	Airbus A340-211, A340-212, A340-311 and A340-312 aeroplanes, having manufacturer serial numbers (MSN): 0002, 0003, 0005, 0006, 0009, 0011, 0013, 0014, 0015, from 0018 up to 0023 inclusive, 0025, 0026 and 0027.
Reason:	Airworthiness Limitation Item (ALI) task 533105-01-01 is applicable to aeroplanes on which Airbus modification 40391 has not been embodied in production. The requirements associated to this task are applicable to aeroplanes on which Modification Proposal (MP) S10374 has not been embodied. Following a query from an operator, investigations revealed that some MSN, for which Airbus modification 40391 was indicated as fully embodied inside the Aircraft Inspection Report (AIR), did not have MP S10374, which is part of this modification, embodied in production. As a result, ALI task 533105-01-01 has not been taken into account for some MSN listed in the applicability section of this AD. This condition, if not detected and corrected, could jeopardise the structural integrity of the aeroplane. To address this condition, EASA issued AD 2010-0245 to require repetitive special detailed inspections corresponding to ALI task 533105-01-01 (now deleted) and, depending on findings, accomplishment of the applicable

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<tr><td></td><td>corrective actions.

This AD has been revised to introduce new inspection requirements (extension of the threshold and interval) following a new fatigue and damage tolerance evaluation taking into consideration the aeroplane utilisation. In addition, some editorial changes have been made to align the writing standards of the AD to the current standards.</td></tr>
<tr><td>Effective Date:</td><td>Revision 1: 05 June 2012

Original issue : 10 December 2010</td></tr>
<tr><td>Required Action(s) and Compliance Time(s):</td><td>Required as indicated, unless accomplished previously:

(1) Within the threshold and thereafter at intervals defined in Table 1 of this AD, as applicable to aeroplane MSN, perform a special detailed inspection of both Left Hand and Right Hand Fuselage Frame 39.1 at the fastener hole area just above stringer 28 in accordance with the instructions of Airbus Service Bulletin (SB) A340-53-4184.

Table 1 – Initial and Repetitive Inspections

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<tr><th>Aeroplane MSN</th><th>Threshold from the aeroplane first flight</th><th>Interval not to exceed</th></tr>
<tr><td>0002, 0003, 0005, 0013, 0015, 0020, 0023, 0025, 0027</td><td>14 000 Flight Cycles (FC)</td><td>7 900 FC</td></tr>
<tr><td>0006, 0009, 0011, 0014, 0018, 0019, 0021, 0022, 0026</td><td>14 900 FC</td><td>8 350 FC</td></tr>
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(2) If any crack is detected during any of the inspections as required by paragraph (1) of this AD, before next flight, contact Airbus to obtain the necessary approved instructions for corrective action and accomplish those instructions accordingly.

(3) Aeroplanes which have performed, before the effective date of this AD, ALI task 533105-01-01, are compliant with the initial inspection as required by paragraph (1) of this AD.</td></tr>
<tr><td>Ref. Publications:</td><td>Airbus SB A340-53-4184 at original issue.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</td></tr>
<tr><td>Remarks :</td><td>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. The original issue of this AD was posted on 08 October 2010 as PAD 10-108 for consultation until 05 November 2010. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.

4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus – Airworthiness Office – EAIL; E-mail: airworthiness.A330-A340@airbus.com.</td></tr>
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